

RESOLUTION NO. 8-2006

Adopted January 17, 2006

ADOPTING A NEGATIVE DECLARATION AND AUTHORIZING AN OWNER PARTICIPATION AGREEMENT WITH SUTTER PLACE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, FOR THE DEVELOPMENT OF A MIXED-USE PROJECT THAT INCLUDES 128 FOR-SALE RESIDENTIAL CONDOMINIUM UNITS AT 1355-1375 SUTTER STREET; WESTERN ADDITION REDEVELOPMENT PROJECT AREA A-2

BASIS FOR RESOLUTION

1. Sutter Place, LLC, a California limited liability company (the "Owner"), owns approximately 25,800 square feet of land located at 1355-1375 Sutter Street (the "Site") in the Western Addition Redevelopment Project Area A-2 (the "Project Area"). The Site is at the southwest corner of Franklin and Sutter Streets, and it is improved with a seven-story, 90,000-square-foot office/retail building and associated parking spaces.
2. The Owner is seeking approval of a proposed Owner Participation Agreement (the "OPA") to convert the existing building on the Site to a 13-story building with approximately 143,000 square feet of residential space (128 residential condominiums), approximately 4,800 square feet of retail space, and 138 parking spaces (the "Development"). There will be one parking space for each unit, and 10 parking spaces for the retail/commercial space. The residential unit mix will consist of 28 two-bedroom units, 40 one-bedroom units, and 60 one-bedroom-plus units. The proposed Development complies with the requirements of the Western Addition A-2 Redevelopment Plan (the "Plan"). No Agency assistance is being requested.
3. The Plan designates the Site as part of the Commercial, General High Density ("CH") Use District. The CH Use District allows high-density retail and commercial developments, including residential developments which are confined to space above the second story and which use ground level space only for access. The Plan sets a 130-foot height limit for buildings in this district. The Development complies with the limits set in the Plan for development density, building height and bulk and all other requirements, including required open space for the residential units.
4. Based on requirements set forth by the California Environmental Quality Act ("CEQA"), a Negative Declaration has been prepared for the Development. The Negative Declaration finds that the Development will not have a significant

effect on the environment based on CEQA Guidelines Sections 15064, 15065, and 15070, and the reasons documented in the Initial Study for the Development, which is attached to the Negative Declaration. The Negative Declaration includes specific mitigation measures related to construction traffic and construction air quality that must be implemented to ensure that no significant environmental impacts occur.

5. On December 20, 2005, the Agency published a public notice of the Preliminary Negative Declaration in the San Francisco Chronicle as required by CEQA. Also as required by CEQA, the Agency recorded the notice of the Preliminary Negative Declaration against the Site in the official records of the City and County of San Francisco (the "City"). As of December 20, 2005, copies of the Negative Declaration and Initial Study were made available for public review at the Agency's offices. The Negative Declaration comment period closed on January 10, 2006; no comments were received.
6. The Agency's Housing Participation Policy as amended by Resolution No. 71-2002 (the "AHPP") requires the inclusion of affordable housing on projects with 10 or more residential dwelling units subject to an owner participation agreement. Because the Development is "consistent with the standards contained in the applicable Project Area Redevelopment Plan," and "does not require approval of a variance or Project Area Redevelopment Plan amendment," it is considered a Level I OPA. Under a Level I OPA, the Owner is obligated to provide 10% of the total number of dwellings as affordable housing units.
7. The Owner acknowledges that the AHPP applies to the Development and plans to comply with the AHPP's 10% inclusionary housing requirement by constructing 5% of the inclusionary units on-site and paying an in-lieu fee for the remaining 5% of the inclusionary units.
8. The seven affordable on-site units (5% of the 128 dwelling units) will consist of two two-bedroom units and five one-bedroom units, mirroring the unit mix in the entire Development. They will each include one parking space, and be substantially equivalent in type, size, location, and amenities to the Development's market-rate units. They will be sold according to the terms of the Agency's Limited Equity Home Ownership Program at an affordable purchase price, which will be based on 95% of the area median income ("AMI"). They will be available via lottery to purchasers whose household income is no more than 100% of AMI. Those holding Agency Certificates of Preference will be given first-priority preference, followed by San Francisco residents, then the general public.
9. Pursuant to Section 6 of the AHPP, the in-lieu fee is based on the amount of subsidy required to produce a rental dwelling unit meeting the affordability

standards outlined in Section 2.3 of the AHPP. In this case, the in-lieu fee totals Two Million Eighty-Five Thousand Seven Hundred and Fourteen Dollars \$2,085,714 (the "In-Lieu Fee"). The Owner will pay the In-Lieu Fee at the close of escrow on the construction financing, prior to or concurrent with the City's Department of Building Inspection's issuance of the first site or building permit for the Development. The In-Lieu Fee will go into an affordable housing fund to be created in the Western Addition A-2 budget, to assist with the development of affordable housing units within the Project Area.

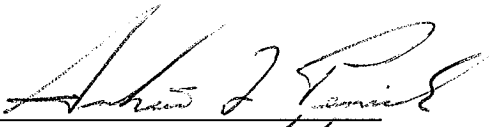
10. Agency staff and the Owner's representatives presented the Development to the Western Addition Citizens Advisory Committee ("WACAC") at its Planning and Development Subcommittee on November 14, 2005, and to the full WACAC on December 15, 2005. The WACAC and other community members expressed support for the Development and recommended its approval.
11. Staff recommends adoption of the Negative Declaration and execution of the OPA with the Owner.

RESOLUTION

ACCORDINGLY, IT IS RESOLVED by the Redevelopment Agency of the City and County of San Francisco that:

1. The Development will not have a significant effect on the environment based on the criteria of CEQA, the CEQA Guidelines, and the reasons documented in the Initial Study attached to the Negative Declaration, with the inclusion of the mitigation measures discussed therein. Based on the foregoing determination, it approves and adopts the Negative Declaration for the proposed Development which is attached hereto and incorporated herein by reference.
2. The Executive Director is authorized to execute an Owner Participation Agreement and related documents with Sutter Street, LLC, a California limited liability company, for the development of a mixed-use project that includes 128 residential condominium units at 1355-1375 Sutter Street (Assessor's Block 0690, Lot 016) in the Western Addition Redevelopment Project Area A-2, substantially in the form lodged with the Agency General Counsel.

APPROVED AS TO FORM:


J. B. Morales 1/10/06
James B. Morales
Agency General Counsel

PRELIMINARY NEGATIVE DECLARATION

File No. ER12.20.05

Date of Publication: December 20, 2005

I. PROJECT TITLE: 1375 Sutter Street

PROJECT LOCATION: Sutter Street between Franklin Street and Van Ness Avenue in the Western Addition Redevelopment Project Area A-2 in the City and County of San Francisco (Assessor's Block # 690, Lot #16)

PROJECT SPONSOR: Sutter Place, LLC

BRIEF DESCRIPTION OF PROJECT: The Project would consist of rehabilitating the existing seven-story, approximately 90,000 square foot structure, and constructing a seven-story addition on the western portion of the building. The current building consists of approximately 82,000 square feet of office space and 8,000 square feet of retail space, with 60,000 square foot parking garage. Upon completion of the project, there would be approximately 143,000 square feet of residential space and approximately 4,800 square feet of retail space. The project would include 128 residential units and approximately 55,200 square foot of parking for 138 parking spaces.

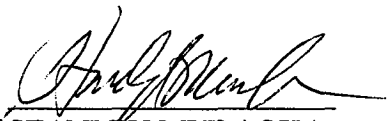
II. MITIGATION MEASURES:

☐ No mitigation measures have been required.

☒ The project has been modified to include mitigating measures which will reduce potentially adverse impacts to less than significant levels. These mitigation measures are described in Section VIII.D of the attached Initial Study.

III. FINDING OF NO SIGNIFICANT EFFECT:

The project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the attached Initial Study.


STANLEY MURAOKA
Project Manager

Date: 12/20/05

SAN FRANCISCO REDEVELOPMENT AGENCY

1375 SUTTER STREET PROJECT INITIAL STUDY December 20, 2005



FILE NUMBER: ER12.20.05

PREPARED BY: San Francisco Redevelopment Agency
and
CHS Consulting Group
130 Sutter Street, Suite 468
San Francisco, CA 94104

- I. PROJECT TITLE: 1375 Sutter Street
- II. PROJECT SPONSOR: Sutter Place, LLC
- III. PROJECT ADDRESS and LOCATION: 1375 Sutter Street, in the Western Addition Redevelopment Project Area A-2 in the City and County of San Francisco. The site is bounded by Sutter Street to the north, Franklin Street to the west, Daniel Burnham Court to the south, and buildings to the east. (Figure 1, Project Study Boundary).

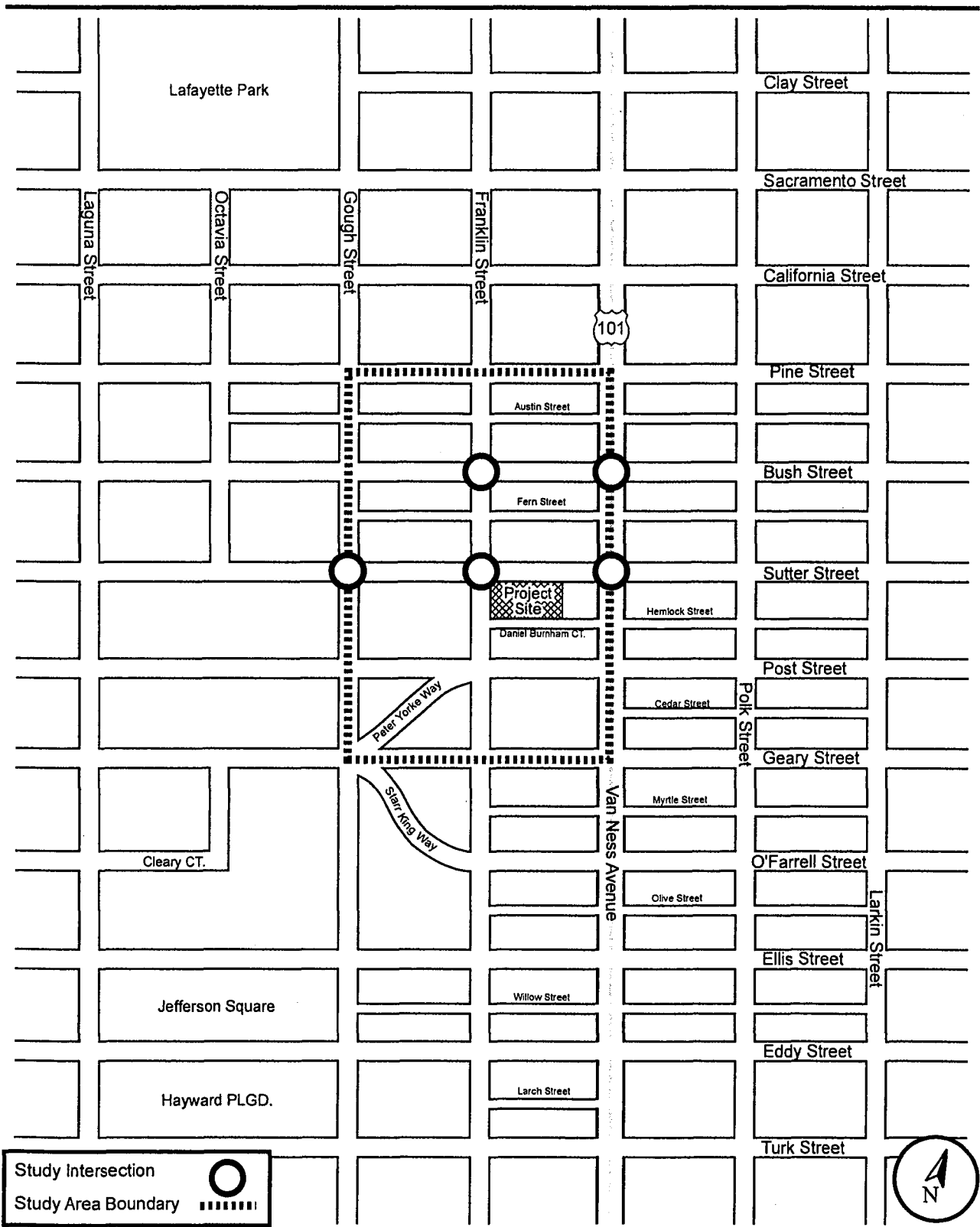
ASSESSOR'S BLOCK/LOT: Block 690; Lot 16

CITY AND COUNTY: San Francisco

- IV. LEAD AGENCY: San Francisco Redevelopment Agency
770 Golden Gate Avenue
San Francisco, CA 94102

AGENCY CONTACT: Stanley Muraoka, Project Manager
(415) 749-2577
Stanley.Muraoka@sfgov.org

- V. ENVIRONMENTAL DETERMINATION: The proposed project ("Project") could not have a significant effect on the environment. A Negative Declaration has been prepared. This finding is based on the California Environmental Quality Act ("CEQA") Guidelines, Sections 15064 (Determining the Significance of the Environmental Effects Caused by a Project) and 15065 (Mandatory Findings of Significance), and on the following reasons, as documented in this Initial Study for the Project. Pursuant to Section 15063(b)(2) of the CEQA Guidelines, no further environmental review is required because there is no substantial evidence that the Project would cause a significant effect on the environment after mitigation.



CHS Consulting
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1375 Sutter Street Mixed Use Residential Project

Figure 1
Project Study Boundary

VI. DESCRIPTION OF PROJECT:

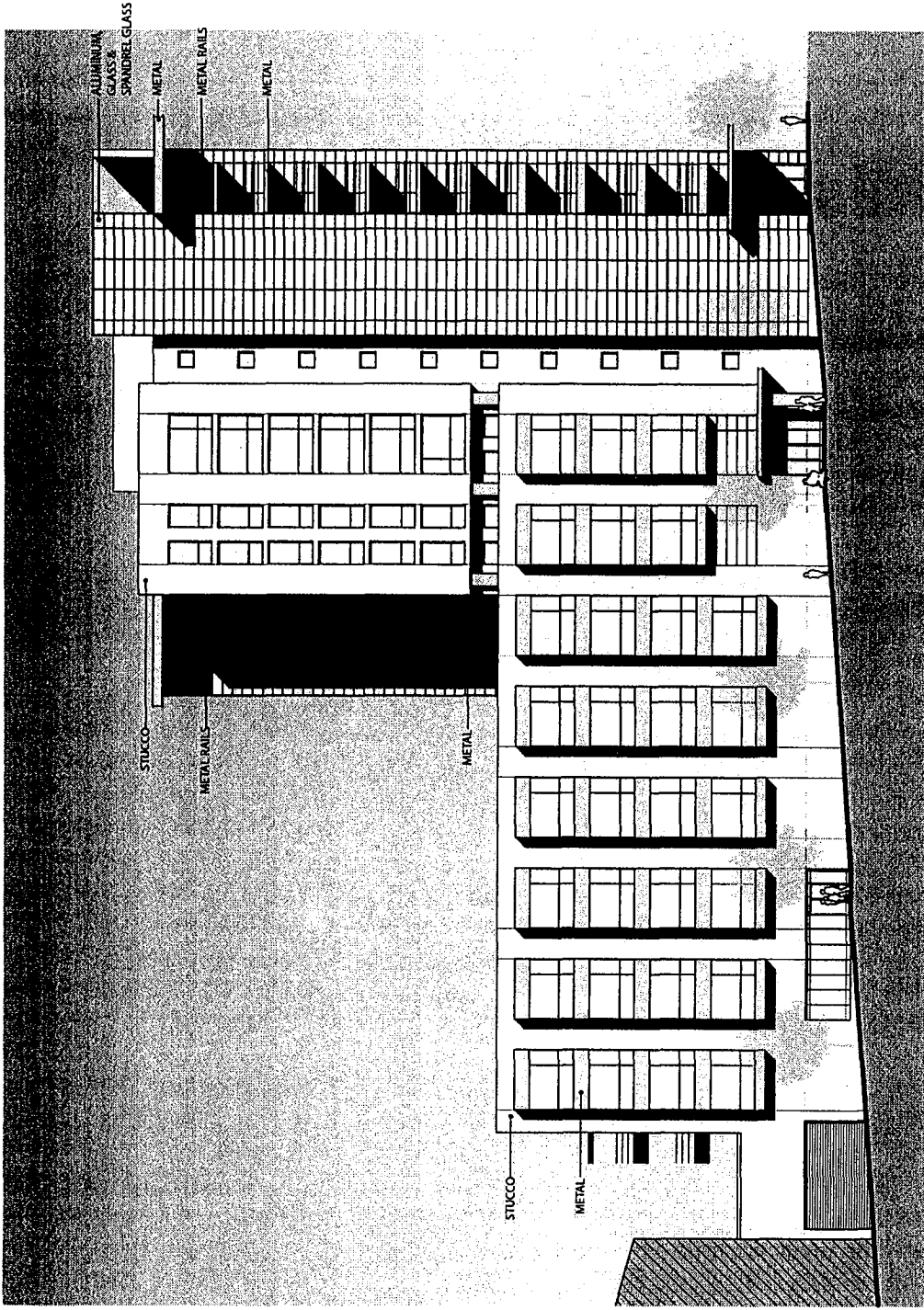
Introduction: Sutter Place, LLC, a California limited liability corporation (project sponsor), is proposing to redevelop an existing structure located at 1375 Sutter Street (the "project site"). The existing structure is an under-utilized office building that is proposed for conversion to a mixed-use residential complex.

Project Overview: Sutter Place, LLC acquired the project site in the fall of 1998, with the intention of renovating the common area and stabilizing leasing income as a long-term investment. During the market boom in the late 1990's and early 2000, the building experienced a high level of occupancy at optimal rental rates. The project sponsor refinanced the debt on the site during that time with income projection based on the then market rates. Since the decline of the technology industry in 2001, commercial leasing rates in the San Francisco Bay area, particularly within the city of San Francisco, have plummeted and the vacancy rate has surged upward. The building was deeply affected by the market trend and is now carrying a 40% vacancy factor.

During the summer of 2004, the project sponsor decided to work with the San Francisco Redevelopment Agency (the "Agency") on an owner participation agreement ("OPA") with the intent of building to the highest and best use for the site.

Project Location: The project site is located within the city and county of San Francisco at 1375 Sutter Street, Assessor's Parcel Number Block 690, Lot 16 bounded by Sutter Street to the north, Franklin Street to the west, Hemlock Street (Daniel Burnham Court) to the south, and Van Ness Avenue to the east (Figure 1, Project Study Boundary). The site is located within the Western Addition Redevelopment Project Area A-2. The site is currently occupied by an existing structure that is a 58-foot-high, seven-story building with a center courtyard. The building consists of approximately 82,000 square feet of office space, 8,000 square feet of ground floor retail space, and a 60,000 square foot parking garage. The lower two stories of the three-story parking garage are below grade and the top story of the garage is at grade. Above the parking garage are four stories of office space surround an open courtyard.

Description of the Project: The project sponsor proposes to rehabilitate the existing structure and to add six additional stories that will rise over a portion of the project site on the western side of the property, covering approximately 44% of the existing floor plan. The addition will require demolition of interior of the existing building, along with structural, electrical, plumbing, and mechanical upgrades, construction of a new elevator core and stairwells, relocation of existing building lobbies, and the construction of a new building structure above a portion of the existing structure. Table 1 identifies the components of the Project. Figure 2, Proposed Structure, shows an initial sketch of the Project and Figures 3a, 3b, and 3c, Proposed Floor Plans, show the initial conceptual floor plans for three different floors in the structure.



Sutter Street Elevation (North)

0 10 20

Source: Kwan Hanmi Architecture/Planning

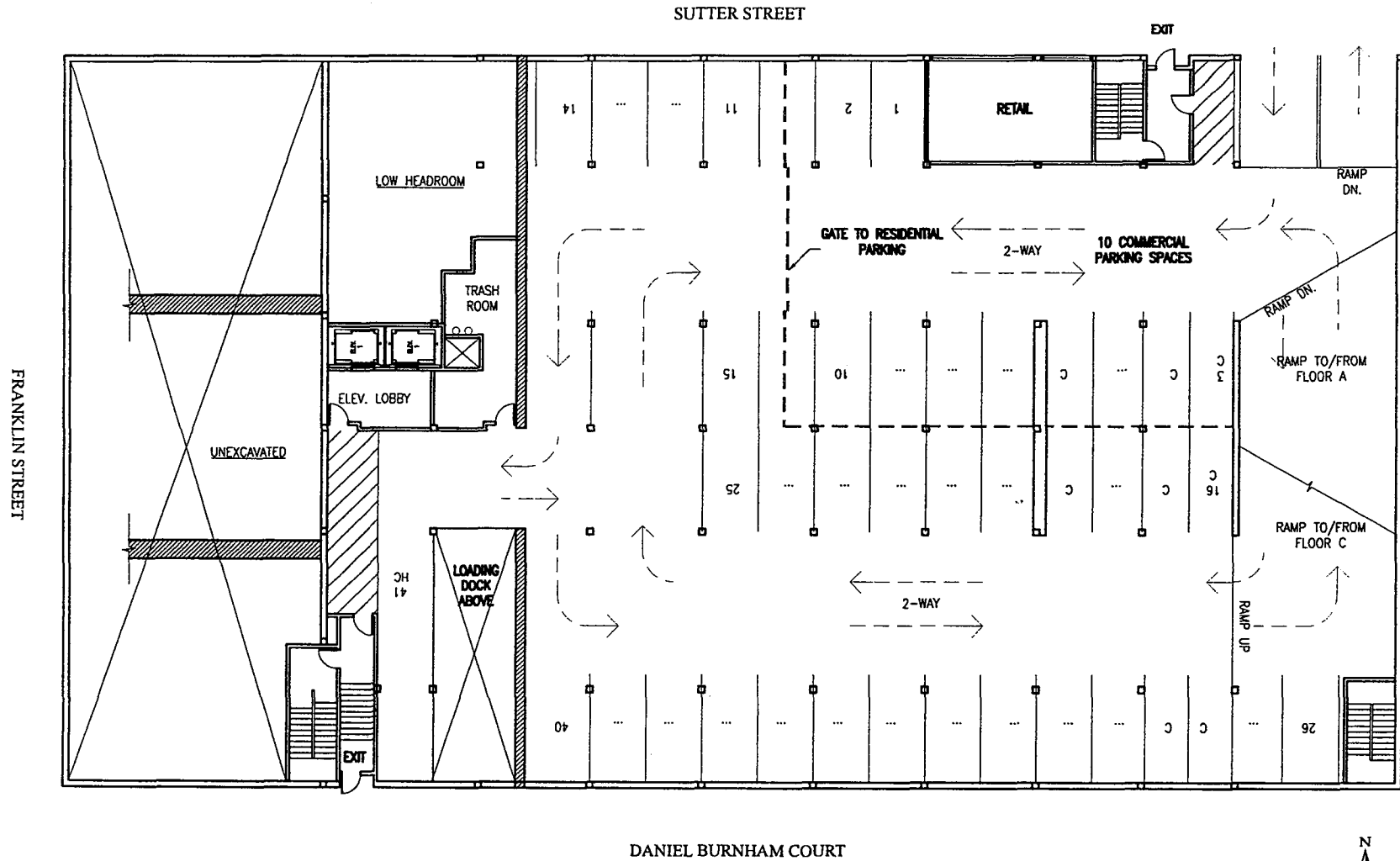
1375 Sutter Street Mixed Use Residential Project



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Figure 2
Proposed Structure

+135'-0" PARAPET
+130'-0" ROOF
+115'-0"
FLOOR 11
+105'-0"
FLOOR 10
+95'-0"
FLOOR 9
+85'-0"
FLOOR 8
+75'-0"
FLOOR 7
+65'-0"
FLOOR 6 PARAPET
+55'-0"
FLOOR 5
+45'-0"
FLOOR 4
+35'-0"
FLOOR 3
+25'-0"
FLOOR 2
+15'-0"
FLOOR 1
+5'-0"
FLOOR A
-5'-0"
FLOOR B
-15'-0"
FLOOR C



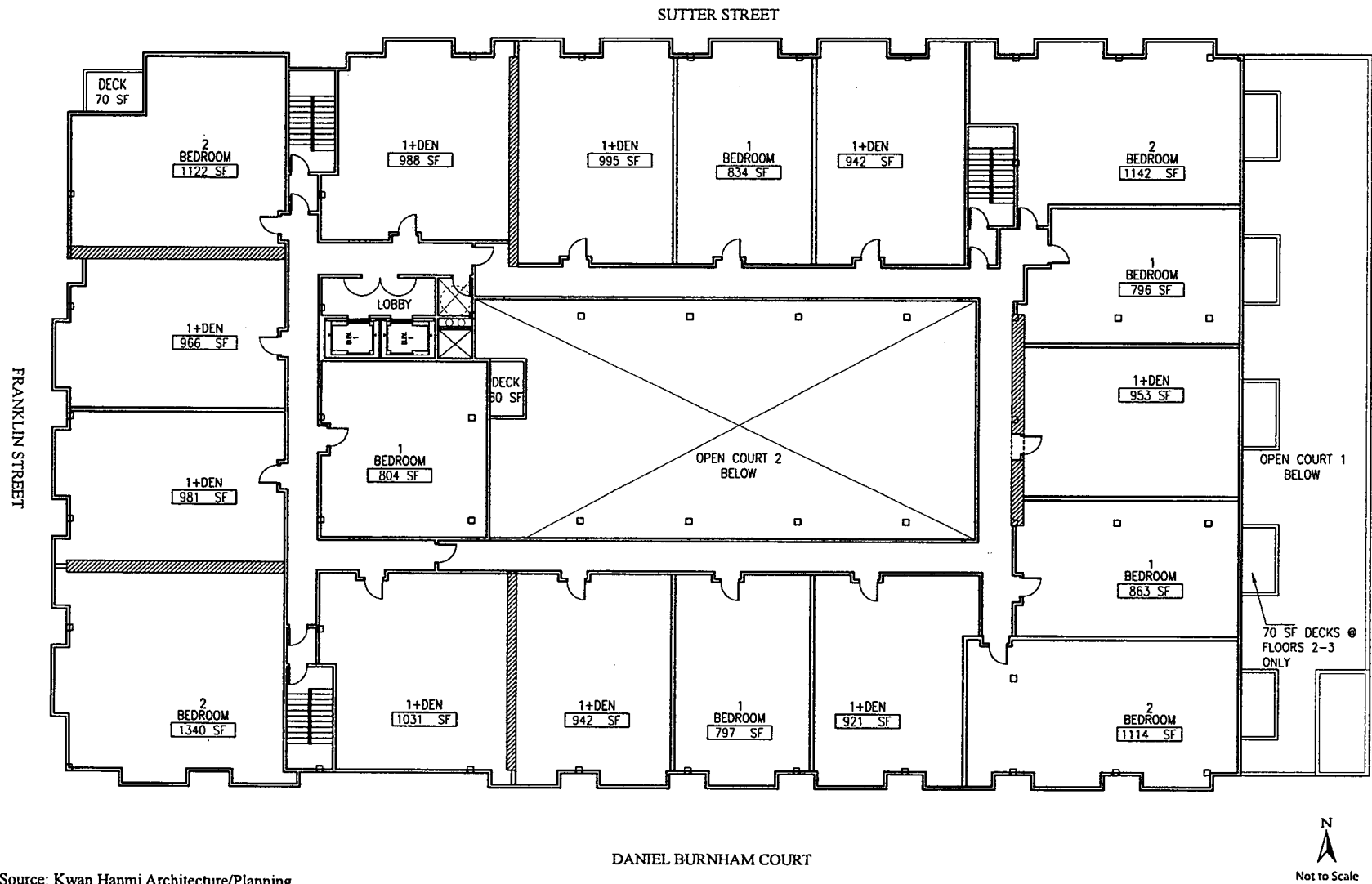
Source: Kwan Hanmi Architecture/Planning



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1375 Sutter Street Mixed Use Residential Project

Figure 3a
Proposed Floor Plans - Ground Level



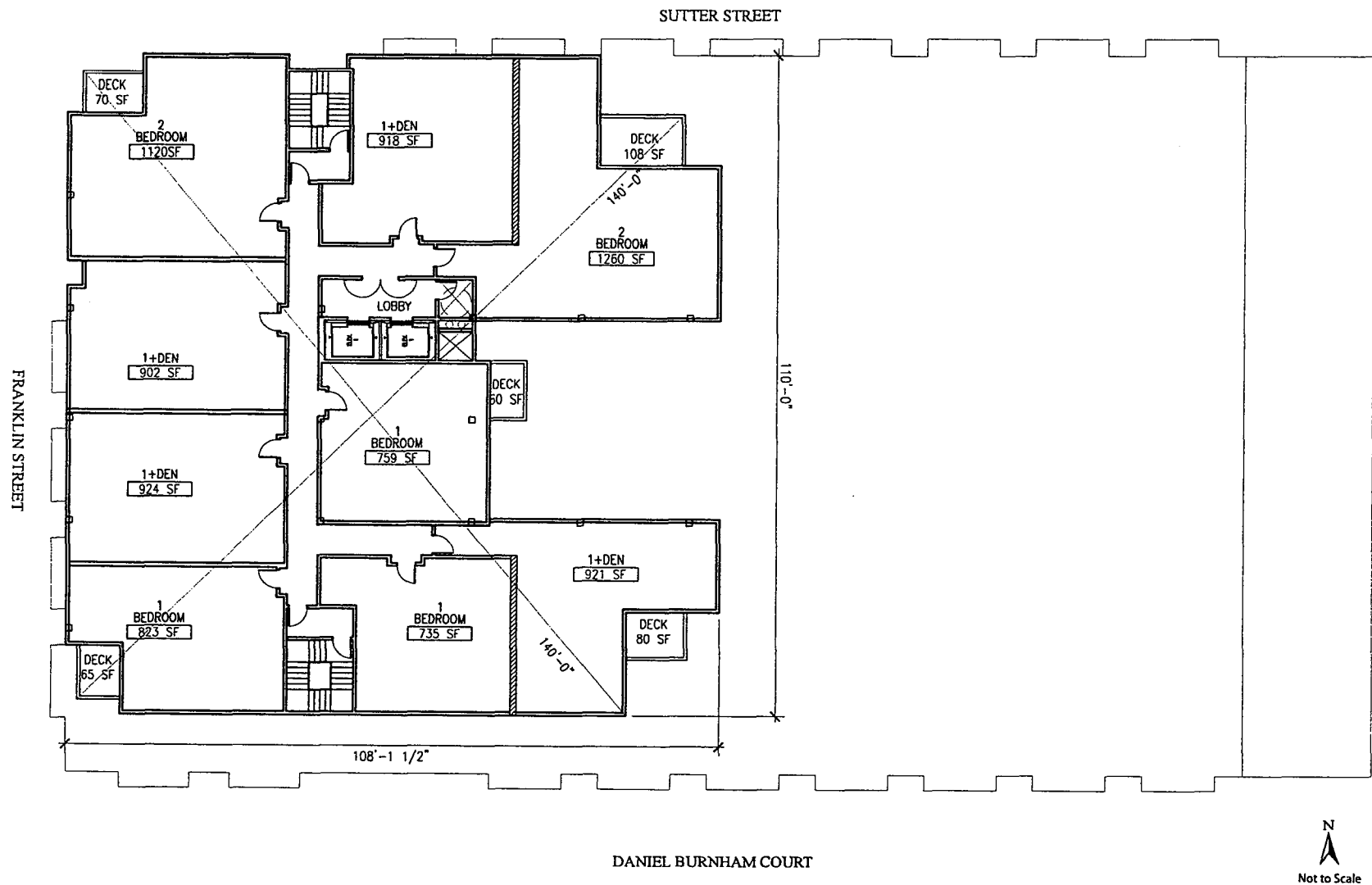
Source: Kwan Hanmi Architecture/Planning



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1375 Sutter Street Mixed Use Residential Project

Figure 3b
Proposed Floor Plans - Levels 2, 3, 4



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1375 Sutter Street Mixed Use Residential Project

Figure 3C
Proposed Floor Plans - Levels 6-11

Table 1. 1375 Sutter Street Project Components

Component	Dimensions
Parking Garage	64,200 ft ² /138 spaces (approximate)
Retail	3,800 ft ² (approximate)
Residential	143,000 ft ² (approximate, excluding balconies)
Roof Height	130' (measured from Franklin Street datum)
Floor Area	existing – 215' long x 120' wide (excluding bays) new addition – 108'2" long x 110' wide
Number of Floors	13 (2 floors below grade; 11 floors above grade)
Unit Mix	40 x 1 bedroom (740-860 sq. ft.) 60 x 1 bedroom + den (900-1030 sq. ft.) 28 x 2 bedroom (1115-1370 sq. ft.) 128 units total

Source: Sutter Place, LLC 2005

Construction: Project construction will require demolition of interior of the existing building, structural, electrical, plumbing, and mechanical upgrades, construction of a new elevator core and stairwells, relocation of existing building lobbies, and the construction of a new building structure above the existing structure.

Equipment

The Project would require an assortment of heavy equipment, including but not limited to loaders, excavators, dump trucks, and cranes.

Staging Areas

During the construction period, the Project would require staging areas on the Franklin Street roadway, as well as on the sidewalks along both Sutter and Franklin Streets. The Franklin Street staging area would be approximately 80 feet long by 8 feet wide, and would likely be needed from January 2006 until March 2007 (approximate dates). The sidewalk staging area along Sutter and Franklin Streets would be 5 feet wide and approximately 225 feet in length (split between the two streets), and would likely be needed from November 2006 until November 2007 (approximate dates).

Hours of Construction

Construction will take place consistent with the San Francisco Noise Ordinance, Article 29, Section 2907 of the City's Police Code. It will occur Monday through Saturday between the hours of 8 AM and 8 PM.

Project Schedule

Construction of the Project is planned to commence in no later than 24 months from project approval. The duration of construction time is estimated to be 20 months. With a 14-month anticipated sell-out period, the project sponsor anticipates that the building will be fully occupied within 5 years from project approval.

- VII. ENVIRONMENTAL SETTING: The project site is located in a very built-up urban area. The site is located just west of the Van Ness Avenue corridor and a few blocks west of the downtown area. The blocks surrounding the project site are all fully developed with multistory commercial (including both neighborhood commercial and office space) and residential uses. The area has relatively flat topography, and the sidewalks include ornamental/shade trees as landscaping.

- VIII. ENVIRONMENTAL EVALUATION CHECKLIST: The Agency has evaluated whether implementing the Project at 1375 Sutter Street could have a significant effect on the environment for each item on the Environmental Evaluation Checklist. For each checklist item, both the individual and cumulative impacts of implementing the proposed expansion project are considered.

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

1. Will the project require any variances, special authorizations, or changes to the City Planning Code or Zoning Maps?

Yes	X	Maybe
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Comment: The *Western Addition A-2 Redevelopment Plan* regulates land uses and development controls for the project site. The A-2 Plan designates the site as CH Commercial, General High Density, which allows residential development above the ground floor. No changes to the Redevelopment Plan would be needed for the Project.

Source: *Western Addition A-2 Redevelopment Plan*, San Francisco Redevelopment Agency, as amended April 19, 2005.

2. Will the project conflict with any other adopted environmental plans or goals of the City or Region?

Yes	X	Maybe
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Comment: The Project would be consistent with the *Western Addition A-2 Redevelopment Plan*. The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The Project does not conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision-makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that

context, and would not alter the physical environmental effects of the Project nor the conclusions reached in this environmental document.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. The policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking an action which requires a finding of consistency with the *General Plan*, the City is required to find that the Project is consistent with the Priority Policies. In reviewing the building permit application for the Project, the Agency would make any necessary findings of consistency with the Priority Policies.

Source: *City and County of San Francisco Municipal Code (Planning Code)*, Approved March 31, 2000; *Western Addition A-2 Redevelopment Plan*, San Francisco Redevelopment Agency, as amended April 19, 2005.

B. ENVIRONMENTAL EFFECTS

1. Land Use

- a. Could the project disrupt or divide the physical arrangement of an established community?

	X	
Yes	No	Maybe

Comment: The Project would be located in a densely developed established urban area. Since the Project only consists of modifications to an existing structure, it would not create a physical division or disruption of an established community. The proposed development, which is located in a zone with a height limit of 130 feet, would increase the height of portions of the existing structure on the project site to the allowed maximum height (130 feet), with the addition of a new structure of six additional stories. This increase would not bring the building to a point at which it would be taller than the structures around it or physically divide the community with a vertical barrier. The surrounding properties are also located in zones with a 130-foot height limit. There would be no potential for significant impacts to land uses as a result of the Project.

Source: Project Description; field observations (May – November 2005).

- b. Could the project have any substantial impact upon the existing character of the vicinity?

	X	
Yes	No	Maybe

Comment: The Project would add commercial and residential land uses to an area that currently includes a mix of residential and commercial uses, and the project site itself is already developed with commercial uses. The proposed development would change only slightly the mix of residential and commercial uses in the area. The proposed development would also increase the height of the existing structure on the project site, but the resultant structure would be consistent with the existing structures around it. The Project would have a less than significant impact on the existing character of the vicinity.

Source: Project Description; field observations (May – November 2005).

2. Visual Quality

- a. Could the project have a substantial, demonstrable negative aesthetic effect?

	X	
Yes	No	Maybe

Comment: The Project would add 6 stories to the existing structure and would increase the height of an existing structure from 58 feet to 130 feet; however, that height is common in the project area and would not negatively affect the visual character of the area.

The Project would not be in a style or an aesthetic that is significantly different from the existing structure or the surrounding buildings. The structure would be painted a color similar to that which currently exists (off-white). The changes would not include any significant changes to the current style of the existing structure. The impact of the Project on local visual quality would be less than significant.

Source: Project Description; field observations (May – November 2005).

- b. Could the project substantially degrade or obstruct any scenic view or vista now observed from public areas?

	X	
Yes	No	Maybe

Comment: The proposed development would be located in an area that contains many similar buildings at similar heights, so it would not degrade any views or vistas. Also, it is not located where it would obstruct any scenic views from public areas, since the Project would not be visible from either of the two nearby parks (Lafayette Park and Jefferson Square). And although U.S. Highway 101 and Interstate 80 are Eligible State Scenic Highways, no sections of these highways that are located within San Francisco are officially designated as scenic.

The proposed development would increase the height of portions of the existing structure by 6 stories (approximately 72 feet increase, to a total height of 130 feet). The 6 stories would be added above approximately 44% of the building's existing floor plan on the western half of the existing structure (see Figure 2, Proposed Structure, for an illustration of the added floors). This new portion of the structure would be located directly between two other buildings at approximately the same height—the building on the northeast corner of Sutter and Franklin Streets, and the building on the southeast corner of Sutter Street and Daniel Burnham Court. Figure 4, Building Height Comparison, shows the relative heights of the Project and the two adjacent tall buildings. Due to the structure's location between these two buildings, the Project would not have much of an effect on nearby views. On approaches toward the structure from either north or south on Franklin Street, views are already blocked by one of the aforementioned buildings, and therefore the new addition will not change views. On approaches from the west on Sutter Street, the structure would be visible starting at the intersection of Octavia and Sutter Streets, but would be surrounded closely by buildings of similar height and therefore would not impede an existing view. On approaches from the southwest on Peter Yorke Way, the structure would be visible from the intersection of Peter Yorke Way, Gough Street, and Geary Boulevard, but again it would be surrounded closely by other buildings of roughly the same height. On approaches from the east on Sutter Street, the structure would be visible for several blocks east of Van Ness, but this approach looks uphill at a cityscape of buildings roughly the same height as the proposed structure. The impact on the views of passersby would be less than significant.

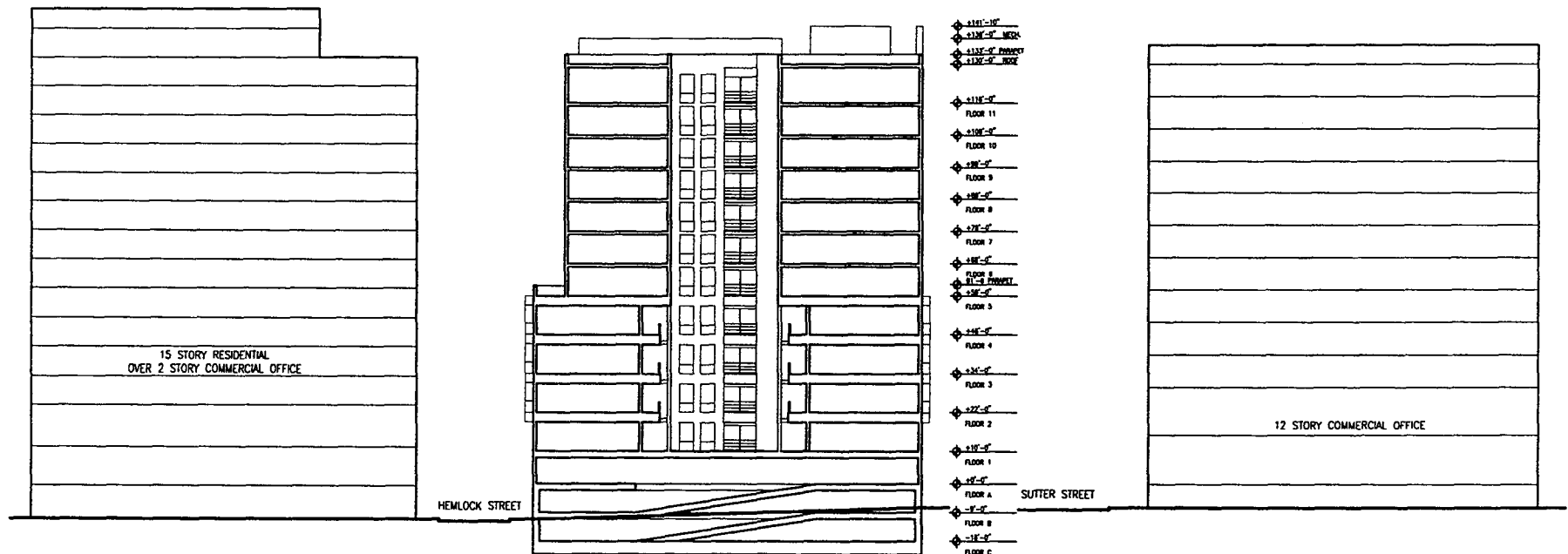
Source: Project Description; field observations (May – November 2005).

- c. Could the project generate obtrusive light or glare substantially impacting other properties?

	X	
Yes	No	Maybe

Comment: The Project would potentially increase the amount of light and glare in the project area both temporarily, since metal building materials and construction equipment would be left uncovered in the area during construction, and permanently, since the project would add a large amount of light-colored surface area to the existing structure. The Project, however, is not expected to generate obtrusive light or glare that would substantially impact other properties. The Project would be located in an existing urban area that already contains numerous sources of light and glare, so one additional source would not add significant light and glare. Also, all project components would be subject to design review by the Redevelopment Agency, and in its review the Agency staff would apply the design standards, requirements, and guidelines of the Western Addition Redevelopment Plan to insure that the expansion project would not generate obtrusive light or glare. The impact of the Project on light and glare would be less than significant.

Source: Project Description; field observations (May – November 2005).



Transverse Building Section
0 16 32 48

Source: Kwan Hanmi Architecture/Planning



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1375 Sutter Street Mixed Use Residential Project

Figure 4
Building Height Comparison

3. Population

- a. Could the project induce substantial growth or concentration of population?

	X	
Yes	No	Maybe

Comment: The Project is located in Census Tract 151. The U.S. Census indicates that the population of this census tract in 2000 was 2,350 persons. The population of the city of San Francisco was reported to be 776,733 persons. The addition of 128 new one- and two-bedroom housing units would result in a population increase of approximately 199 persons (assuming 1.43 occupants per one-bedroom unit and 2 occupants per two-bedroom unit)¹. While potentially noticeable to the immediately adjacent neighbors, the increase in population on the site resulting from the proposed development represents an 8% increase in the reported population of the census tract that would not substantially increase the existing area-wide population.

Additionally, the proposed project complies with Policy 2 of the Residence Element of the San Francisco General Plan, which states, "Facilitate the conversion of underused industrial and commercial areas to residential use."

To the extent that this increase in population would generate indirect impacts, such as increased traffic or degradation or air quality, those impacts are analyzed elsewhere in this document. The impact of the Project on population growth or concentration would be less than significant.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices H11, H12 and H17.

- b. Could the project displace a large number of people (involving either housing or employment)?

	X	
Yes	No	Maybe

Comment: The project site is currently used for commercial activity, including 8,000 square feet of retail space and 82,000 square feet of office space. Development of the Project would displace all of the office space and 4,300 square feet of the retail space (leaving 3,800 square feet of retail space in the renovated structure). However, the project is being proposed in part because the office space vacancy rate is high (40%). Also, since

¹ According to the 2000 Census, the average number of persons per unit for Census Tract 151, which includes the project site, is 1.43. However, since 48.5% of housing units in Census Tract 151 include two or less rooms, and since the proposed two-bedroom units contain three rooms, for the purposes of this report the estimated number of persons per two-bedroom apartment will be two (U.S. Census Bureau, Census 2000 Summary File 1, Matrices H11, H12, and H17).

the commercial activity on the site is predominantly office space, which is not typically location-specific, it is expected that the majority of the 285 existing jobs would be shifted to other nearby locations rather than be lost. The impact of the Project on employment would be less than significant.

Source: Project Description.

- c. Could the project create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?

	X	
Yes	No	Maybe

Comment: The Project would not create new demand for housing or reduce the housing supply in San Francisco. In fact, the Project adds 126 units to the City's housing supply, which serves some of the current demand for housing in San Francisco. Therefore, there would be no potential for a significant impact as a result of the Project.

Source: Project Description.

4. Transportation/Circulation

A transportation analysis was conducted for the following scenarios:

- Existing Conditions (Year 2005);
- Existing Plus Project Conditions; and
- Future Cumulative Conditions (Year 2025).

A traditional four-step transportation-planning model to conduct trip generation, trip distribution, modal split, and traffic assignment analyses will be used. The analyses were conducted using travel behavior survey data published in the San Francisco Planning Department's *Citywide Travel Behavior Survey*. For the future cumulative scenario, traffic volumes were developed based on a 1% growth rate, which is the same growth rate that was applied to the *Western Addition A-2 Redevelopment Plan Transportation Study* (CHS Consulting, 2003).

For the traffic analysis, weekday PM peak hour Level of Service (LOS) conditions were analyzed for the following 5 intersections:

- Sutter Street/Van Ness Avenue
- Sutter Street/Franklin Street
- Sutter Street/Gough Street
- Bush Street/Franklin Street
- Bush Street/Van Ness Avenue

An impact on a signalized intersection is considered significant when project-related traffic causes the intersection LOS to deteriorate from LOS D or better to LOS E or F, or from LOS E to F. A project may result in significant adverse impacts at intersections that operate under LOS E or F under existing conditions, depending on the magnitude of the project's contribution to the worsening of the average delay per vehicle. A project would also have a significant adverse impact if it caused major traffic hazards or contributed considerably to cumulative traffic increases, causing levels of service to deteriorate to unacceptable levels.

- a. Could the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system?
- | | Yes | X
No | Maybe |
|--|-----|---------|-------|
|--|-----|---------|-------|

Comment: Under the Existing plus Project condition, all of the study intersections would operate at the same LOS. Similar to the existing conditions, it is expected that conditions along Franklin Street would continue to operate at LOS E. According to information obtained from the San Francisco Department of Parking and Traffic, traffic signal timing in the vicinity of the project site is expected to be modified in the near future. No details on the exact changes are available, but it is anticipated that the new signal timing would benefit traffic operations in the vicinity of the project site, and potentially reduce the queue length along Franklin Street. It should also be noted that while the Project is expected to cause an increase in traffic volumes in the area due to a predicted net increase of 18 vehicle trips (increase of 24 vehicle trips in the inbound direction and reduction of 8 vehicle trips in the outbound direction) during the PM peak hour, there is also expected to be reduction of traffic volumes along Sutter Street west of the project site due to the reduction of outbound traffic volumes.

Under the Future Cumulative conditions, most of the study intersections that currently operate at LOS D or better conditions are expected to continue to operate at LOS D or better conditions. Two exceptions are the intersections of Bush/Franklin Streets and Sutter/Franklin Streets, both of which would deteriorate to LOS F due to the increase in background traffic. The Project's percent contribution to the traffic levels at these two intersections was calculated based on the methodology established by the San Francisco Planning Department. The results show that the Project's share of future traffic growth would be less than one percent, as shown in Table 2. Therefore the Project would not represent a considerable contribution to 2025 cumulative traffic conditions, and the Project would have a less-than-significant impact on traffic.

Source: *1375 Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, July, 2005

Table 2. Project Contribution

Intersection	Existing Volume	Future Cumulative Volume	Growth	Project Volume	% of Growth	% of Future Volume
Bush/Franklin	3,445	4,203	758	1	0.1%	0.0%
Sutter/Franklin	3,174	3,871	697	-4	-0.6%	-0.1%

Source: CHS Consulting Group

- b. Could the project interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?

		<u>X</u>
Yes	No	Maybe

Comment: During construction, the Project would require staging areas on the Franklin Street roadway, as well as on the sidewalks along both Sutter and Franklin Streets. The Franklin Street staging area would be approximately 80 feet long by 8 feet wide, and would likely be needed from January 2006 until March 2007 (approximate dates). The sidewalk staging area along Sutter and Franklin Streets would be 5 feet wide and approximately 225 feet in length (split between the two streets), and would likely be needed from November 2006 until November 2007 (approximate dates). Temporary impacts to vehicular circulation, parking, and pedestrian access would occur as a result of the street and sidewalk closures. Also, construction worker parking is likely to occur along both Franklin and Sutter Streets, causing additional temporary parking constraints in the area, though it is likely that a portion of the existing garage would be available for construction worker parking. Details on the construction activity have not yet been developed.

Construction activity is not expected to affect MUNI bus operation because MUNI buses operate on the north side of Sutter Street.

The project sponsor has agreed to implement the following mitigation measures, which are recommended in the *Project Transportation Study*, in order to further reduce the significance of construction impacts on transportation systems in the project area.

Mitigation Measure TR-1: Erect Temporary Covered Sidewalks during Construction Phase

During the construction of the Project, sidewalks along both Sutter and Franklin Streets would be obstructed. This would result in a significant impact to pedestrians. This impact would be temporary and of short-term duration. To minimize this impact to pedestrians, the project sponsor shall provide temporary covered sidewalks during construction.

Mitigation Measure TR-2: Coordinate Construction Activities with City Agencies

Any construction traffic occurring between 7:00 AM and 9:00 AM or between 3:30 PM and 6:00 PM would coincide with peak hour traffic and could impede traffic flow. The impact of lane closures and construction traffic would decrease the capacity of streets and slow the movement of traffic (including MUNI buses). During AM-peak period on one-way, westbound Sutter Street and during off-peak period, traffic volumes may accommodate construction vehicles without substantial delay to traffic. To the extent possible for the Project, truck movements shall be limited to the hours before 3:30 p.m. Prior to any lane closure and encroachment on traffic lanes, proper permits will be obtained from the City as required.

The project sponsor and construction contractor(s) shall meet with the Police Department, the Department of Public Works, MUNI, the Department of Parking and Traffic, and the Fire Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project. In addition, to ensure that construction activities do not impact MUNI bus stops or routes in the area, the project sponsor shall coordinate with MUNI's Chief Inspector prior to construction.

Source: *Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, July, 2005

- c. Could the project cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity?

	X	
Yes	No	Maybe

Comment: Twelve MUNI transit lines are located within the vicinity of the Project. It is estimated that the Project would generate approximately a net increase of 22 weekday PM peak-hour transit trips (increase of 30 transit trips and decrease of 8 transit trips), all of which would use MUNI either as the primary mode of transit or to transfer to regional carriers. Table 3 shows the capacity and current ridership for the transit lines serving the Project. As shown in this table, all routes operate at between 50 and 75 percent of capacity during the PM peak hour. The 30 additional inbound transit trips generated by the Project would be spread throughout the 12 MUNI routes serving the area, resulting in small increases in the existing capacity utilization. Therefore there would be no significant impacts to transit.

Source: *Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, July, 2005

Table 3. PM Peak Hour Transit Capacity and Ridership Data

Route	Loading Capacity	Average Loading Passengers	P.M. Peak Occupancy at MLP	Maximum Load Point (MLP)
	Passengers/Vehicle			
1 – California	63	40.6	64%	Sacramento/Powell
1AX – California “A” Express	63	32	51%	California/Park Presidio
1BX – California “B” Express	63	43.5	69%	California/Fillmore
2- Clement	63	36.2	57%	Sutter/Powell
3 – Jackson	63	54.7	87%	Sutter/Powell
4 – Sutter	63	37	59%	Sutter/Powell
19 – Polk	63	30.1	48%	Polk/Post
31AX-Balboa “A” Express	63	48.5	77%	Balboa/Park Presidio
31BX-Balboa “B” Express	63	33.8	54%	Presidio/Masonic
38AX – Geary “A” Express	63	38.2	61%	Geary/25 th Avenue
38BX – Geary “B” Express	63	35.1	56%	Presidio/Geary
47 – Van Ness Avenue	63	30.5	48%	Van Ness/California
49 – Van Ness/Mission	94	48.4	51%	Mission/16 th Street
76 – Marin Headlands	63	Sunday and Holiday Only		

Source: San Francisco Municipal Railway, 2005.

- d. Could the project cause a substantial increase in parking demand, which cannot be accommodated by existing parking facilities

	X	
Yes	No	Maybe

Comment: The parking analysis includes a comparison of future parking supply vs. demand and supply vs. Agency requirements. Table 4 compares the estimated parking demand for the Project to the parking supply provided in the parking garage. An analysis of future parking supply and demand was conducted. Both short and long-term parking demand was calculated for the proposed retail use, and demand for the residential use was derived. Based upon the Planning Department’s 2002 *Transportation Impact Analysis*

Guidelines, the Project is expected to generate a demand for 176 parking spaces. The *Western Addition A-2 Redevelopment Plan* requires that 136 parking spaces be provided for the proposed project. The project will include 138 parking spaces, which exceeds the *Redevelopment Plan* requirement. The parking demand for this project exceeds the parking supply, as illustrated in the table.

Table 4. Parking Demand vs. Supply

Land Use	Demand		Total Demand	Supply	Difference
	Long-term	Short-term			
Proposed Residential	152		152	129	23
1 – bedroom units (100)					
2 – bedroom units (28)					
Proposed Retail	7	17	24	9	15
Total			176	138	38

Source: CHS Consulting Group, 2005.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

The impact of the Project on parking would be less than significant. During construction; however, the Project would require staging areas on the Franklin Street roadway, as well as on the sidewalks along both Sutter and Franklin Streets, as described earlier under Section VIII,B.4.b. Temporary impacts to vehicular circulation, parking, and pedestrian access would occur as a result of the street and sidewalk closures. Also, construction worker parking is likely to occur along both Franklin and Sutter Streets, causing additional temporary parking constraints in the area, though it is likely that a portion of the existing

garage would be available for construction worker parking. Details on the construction activity have not yet been developed.

Source: *1375 Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, June 2005.

5. Noise

- a. Could the project increase substantially the ambient noise level for adjoining areas?

Yes	X	Maybe
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Comment: There would be no potential impacts due to the Project that would result in an increase in the ambient noise level for the immediate vicinity and the adjoining areas. Ambient noise in the vicinity of the Project are typical of noise levels in greater downtown San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, and emergency vehicles. Since the Project consists primarily of residential uses, the noise levels originating from the 128 units are not likely to exceed those of the ambient environment, which would continue to be dominated by traffic and vehicular noise.

The San Francisco Noise Ordinance (Article 29 of the Police Code) regulates construction noise. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80dBA at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless the Director of Public Works authorizes a special permit. The Project construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce construction noise impacts to a less-than-significant level.

Source: San Francisco Noise Ordinance (Article 29 of the Police Code); Project Description; field observations (May – November 2005).

- b. Could the project violate Title 24 Noise Insulation Standards, if applicable?

Yes	X	Maybe
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Comment: Title 24 of the California Code of Regulations included the California Noise Insulation Standards, which are applicable to multi-family dwelling units. These regulations are intended to limit the extent of noise transmitted into habitable spaces. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an

interior standard of L_{dn} 45 dBA in any habitable room. The project sponsor would design the converted structure so that no residences would be affected by outside noise.

Source: Title 24 of the California Code of Regulations.

- c. Could the project be substantially impacted by existing noise levels?

Yes	X	Maybe
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Comment: The Project would not be substantially impacted by existing noise levels. Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes in the vicinity of the project site would not be expected to double as a result of the project; therefore, substantial increases in traffic noise in the vicinity would not be anticipated. The Project is located within the CH Commercial, General High Density zone. Within such a zone, the Noise Ordinance does not allow residential noise levels in excess of 60 dBA between the hours of 10:00 PM and 7:00 AM, and 70 dBA between the hours of 7:00 AM and 10:00 PM. In addition, as noted previously, the project sponsor would design the new structure such that residential uses would not be affected by outside noise. Therefore, there would be no potentially significant impacts from traffic noise.

Noise insulation standards set forth an interior standard 45 dBA in any habitable room where such units are proposed in areas subject to noise levels greater than 60 dBA. If the interior noise level depends upon windows being closed, the Project must also specify a ventilation or air-conditioning system to provide a habitable interior environment. DBI would review the final building's plans for the Project to ensure that it is designed and constructed in compliance with Title 24 standards, which would avoid any significant effect on the Project's residents.

Source: Title 24 of the California Code of Regulations; field observations (May – November 2005).

6. Air Quality/Climate

- a. Could the project violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?

Yes	No	X	Maybe
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Comment: Long-term operation of the Project would not contribute substantially to an existing or projected air quality violation, and the mixed use residential uses, at the quantity proposed, are not expected to violate ambient air quality standards. The Bay Area Air Quality Management District (the "BAAQMD") has adopted CEQA Guidelines that include screening thresholds to decide whether a project is likely to generate potentially significant levels of emissions. The screening thresholds suggest that residential apartment development is not likely to generate potentially significant levels of emissions unless it includes at least 510 dwelling units. The Project would include only 128 dwelling units. The Guidelines also state that the BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle-trips per day unless warranted by the specific nature of the project or project setting. Based on the transportation analysis conducted for the project, the proposed project would generate 576 vehicle-trips per day.

Furthermore, to accurately assess the Project's estimated impact on air quality, the numbers above would need to be reduced by the amount of vehicle-trips and emissions currently being generated at the project site, since these vehicle-trips and emissions would be eliminated by the Project. For example, traffic analysis revealed that the Project will result in 88 vehicle-trips during the PM peak hour, and this is only an 18 vehicle-trip increase over the existing conditions. Therefore the impact of the Project would be even less than stated above.

Construction emissions would occur in short-term and temporary phases, but they could still cause adverse effects on local air quality. The BAAQMD Guidelines include an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM-10 control measures for construction activities. The Project would include Mitigation Measure AQ-1, "Basic PM10 Control Measures", that would implement the appropriate BAAQMD measures by requiring the project contractor to water the site (with reclaimed water), cover soil and other materials, cover the trucks, and sweep the streets to minimize vehicle emissions by prohibiting idling of engines and by implementing a vehicle maintenance program. With the inclusion of these mitigation measures, the impacts on air quality due to Project construction would be considered less than significant.

Mitigation Measure AQ-1: Basic PM10 Control Measures.

The following controls, taken from the BAAQMD Guidelines, shall be implemented at the construction site as applicable:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.

- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Source: *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*. Bay Area Air Quality Management District, Planning and Research Division, December 1999; *1375 Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, June 2005.

- b. Could the project expose sensitive receptors to substantial pollutant concentrations?

	X	
Yes	No	Maybe

Comment: The Project would not be located in the immediate vicinity of any parks (the nearest park, Lafayette Park, is over 0.25 miles away) or any schools (the closest school, Rosa Parks Elementary School, is approximately 0.5 miles away). It would be located near residential areas; however, as noted above, emissions from both construction and operations would be considered less-than-significant after implementation of Mitigation Measure AQ-1.

Source: *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*. Bay Area Air Quality Management District, Planning and Research Division, December 1999; *1375 Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, June 2005.

- c. Could the project permeate its vicinity with objectionable odors?

	X	
Yes	No	Maybe

Comment: The Project does not contain components that are expected to generate objectionable odors during construction or operations. There would be no impact.

Source: Project Description.

- d. Could the project alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?

	X	
Yes	No	Maybe

Comment: The Project is consistent in height and bulk with existing buildings in the immediate vicinity and is not expected to alter wind, moisture, or temperature so as to substantially affect public areas or change the climate in the project area. Further, Lafayette Park, which is the park closest to the project site, is over 0.25 miles away and would not be shaded by the Project.

Source: Project Description; field observations (May – November 2005).

7. Utilities/Public Services

- a. Could the project breach national, state or local standards relating to solid waste or litter control?

Yes	X	Maybe
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Comment: The Project would comply with all standards relating to solid waste and litter control. Residential units will be supplied with waste disposal options, and construction and demolition debris will be disposed of as required by city standards. The Project does not include any components that are expected to generate significant amounts of waste.

- The impact would be less than significant as a result of the Project.

Source: Project Description.

- b. Could the project extend a sewer trunk line with capacity to serve new development?

Yes	X	Maybe
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Comment: The Project would not require the extension of a sewer trunk line, since existing sewage infrastructure on the site has the capacity to serve the proposed uses. The impact would be less than significant as a result of the Project.

Source: Project Description; field observations (May – November 2005).

- c. Could the project substantially increase demand for schools, recreation or other public facilities?

Yes	X	Maybe
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Comment: Schools and other public facilities are already provided in the project vicinity. Lafayette Park and Jefferson Square Park are located approximately five and six blocks away from the project site, respectively, and Redding, Tenderloin, and Rosa Parks Elementary Schools are approximately three, six, and eight blocks away from the project site, respectively.

The Project would incrementally increase demand for and use of parks in the vicinity, but not in excess of amounts expected and already provided for in the area. The Project would incrementally increase demand for schools in San Francisco by adding housing to the City, therefore potentially increasing the city's population and thus the school-aged population. However, the San Francisco Unified School District student placement is done through a request system rather than based on geographic location of a student's home, and the District is currently experiencing declining enrollment. Therefore the potential increase in population due to the Project would have a less than significant impact on schools and other public facilities.

Source: Personal communication (telephone conversation) with Melissa Mooney, Public Relations Coordinator, San Francisco Unified School District, May 13, 2005; Project Description; field observations (May – November 2005).

- d. Could the project require major expansion of power, water, or communications facilities?

Yes	X	Maybe
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Comment: The Project is located on a site that is already served by power, water and communications utilities, and would primarily just be replacing existing commercial consumers of power, water, and communications facilities with residential consumers. The Project would incrementally increase demand for and use of the aforementioned utilities on the site, but not in excess of amounts expected and/or already provided for in the area. Also, the project contractor will work with local utility providers to ensure that funding and construction needs are dealt with according to City policies. There would be no significant impact on utilities as a result of the Project.

Source: Project Description.

8. Biology

- a. Could the project substantially affect a rare or endangered species of animal or plant or the habitat of the species?

Yes	X	Maybe
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Comment: The project site is located within a developed urban area that contains no habitat suitable for any rare or endangered species of plant or animal, and is therefore highly unlikely to host any such species. Introduced landscaping is the only habitat in the area, and such habitat only contains young ornamental trees and small patches of ruderal groundcover. There would be a less than significant impact as a result of the Project.

Source: Project Description; field observations (May – November 2005)

- b. Could the project substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?

Yes	X	Maybe
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Comment: The project site is located within a developed urban area that contains no native habitat. Introduced landscaping is the only habitat in the area, and such habitat only contains young ornamental trees and small patches of ruderal groundcover. There is no aquatic habitat at all.

Although introduced landscaping features such as trees may potentially serve as habitat for non-landscaping plants or animal species, no such species have been observed on the project site. Due to the amount of human-related activity existing on the site, it is not expected that resident or migratory wildlife species would use the area on a frequent, recurring, and continuous basis. There would be a less than significant impact as a result of the Project.

Source: Project Description; field observations (May – November 2005).

- c. Could the project require removal of substantial numbers of mature, scenic trees?

Yes	X	Maybe
Yes	No	Maybe

Comment: Young ornamental trees are the only trees located in the project vicinity. There are no mature or scenic trees in the area or on the project site. There would be no removal of any mature or scenic trees during project construction. There would be no impact as a result of the Project.

Source: Project Description; field observations (May – November 2005).

9. Geology/Topography

- a. Could the project expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?

Yes	X	Maybe
Yes	No	Maybe

Comment: The *San Francisco General Plan, Community Safety Element* contains maps that show areas of the City subject to geologic hazards. Like all of San Francisco and the Bay Area, the project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. The project site is located in an area subject to non-structural" damage (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas Fault approximately six miles southwest of San Francisco, and the Northern Hayward Fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 of the *Community Safety Element*). In the event of a strong earthquake on a segment of one of the nearby faults, strong to very strong shaking is expected to occur at the project site. However, the project site is not located in an area of potential liquefaction (Map 4 of the *Community Safety Element*) or in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology; neither is it located in areas subject to landsliding (Map 5 of the *Community Safety Element*). The project site is not within areas designated by the

California Geological Survey as a "Seismic Hazard Zone", either for liquefaction or for earthquake-induced landslides, pursuant to the Seismic Hazards Mapping Act².

The project site is not in an Alquist-Priolo Special Studies Zone, and no known active fault exists on or in the immediate vicinity of the site. The closest active faults are the San Andreas Fault, approximately 7 miles southwest of the project area, and the Hayward Fault, about 12 miles northeast of the project area. Like the entire San Francisco Bay Area, the project site is subject to groundshaking in the event of an earthquake on these faults, although surface rupture at the site is unlikely.

Also, the project sponsor would obtain a geotechnical report for the site prior to the approval of a building permit. The geotechnical report and final building plans would be reviewed by the Agency and the Department of Building Inspection ("DBI"). To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project it determines necessary engineering and design features for the project to reduce potential damage to structures from groundshaking. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of special geologic study areas and known landslide areas in San Francisco, as well as the building inspectors' working knowledge of areas of special geologic concern. Due to this review process and the resulting design modifications, potential damage to structures from geotechnical hazards on the project site would be considered less than significant.

Source: *San Francisco General Plan, Community Safety Element.*

- | | | | | |
|----|--|-------|----|-------|
| b. | Could the project change substantially the topography or any unique geologic or physical features of the site? | _____ | X | _____ |
| | | Yes | No | Maybe |

Comment: The existing structure includes parking levels that are below grade. Project construction would require excavation for new sheer wall foundations and the replacement of existing footings. During the excavation phase of the Project, approximately 2500 cubic yards of soil would be removed and would require disposal.

The Project would not alter any geologic or physical feature of the site. The Project would make slight modifications to the below-grade topography of the earth beneath the

² The Seismic Hazards Mapping Act was enacted in 1990 to protect the public from the effects of strong groundshaking, liquefaction, landslides, and other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones.

existing/proposed structure through minor excavation. This change, however, would be negligible, since no change in slope would be noticeable to passersby and since there is an existing structure in place that has already caused changes to the below-grade topography. The impact would be less than significant.

Source: Project Description.

10. Water

- a. Could the project substantially degrade water quality, or
contaminate a public water supply?

	X	
Yes	No	Maybe

Comment: The Project would not substantially degrade water quality or contaminate a public water supply. The project site is covered by an existing structure. Operation of the Project would not change the amount of impervious surface area, and would not measurably affect current runoff volumes.

Construction activities involving soil disturbance, excavation, cutting/filling, and stockpiling could result in increased erosion and sedimentation. If precautions are not taken to contain these contaminants, construction could produce contaminated storm water runoff (non-point-source pollution), a major contributor to the degradation of water quality. In addition, fuels or other hazardous materials associated with construction equipment could adversely affect water quality if spilled or stored improperly. However, most of the construction work and all earth-disturbing work would take place within the confines of an existing structure and the project site is located in a built-up urban area without any nearby water bodies. Also, the construction work would be short-term and temporary in nature. The impact of the Project on water quality would be less than significant.

Source: Project Description.

- b. Could the project substantially degrade or deplete ground
water resources, or interfere substantially with ground water
recharge?

	X	
Yes	No	Maybe

Comment: The Project would not substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge. It is possible that temporary dewatering could be required if excavation to a depth of several feet or more would occur. Any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), which requires that groundwater meet specified standards before it may be discharged into the sewer system. In addition, the Bureau of Environmental Regulation and Management (Bureau) must be notified of projects necessitating dewatering, and the proposed project will follow the

Bureau's recommendations for handling the pumped groundwater. Therefore the impact would be considered less than significant.

Source: Project Description.

- c. Could the project cause substantial flooding, erosion or siltation?

	X	
Yes	No	Maybe

Comment: The impact of the Project would be less than significant. The Project would not cause substantial flooding, erosion or siltation. Construction activities involving soil disturbance, excavation, cutting/filling, and stockpiling could result in increased erosion and siltation. However, most of the construction work and all earth-disturbing work would take place within the confines of an existing structure and the project site is located in a built-up urban area without any nearby water bodies. Also, the construction work would be short-term and temporary in nature.

The Project would not cause flooding. The development would not change the amount of impermeable surface area or otherwise change conditions regarding stormwater management in the project area.

Source: Project Description; field observations (May – November 2005).

11. Energy/Natural Resources

- a. Could the project encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?

	X	
Yes	No	Maybe

Comment: The Project would not encourage activities that result in the use of large amounts of fuel, water, or energy in a wasteful manner. Construction activities would consume fuel, water, and energy; however, this consumption would not be substantial and would incrementally add to the overall daily consumption of such materials only during the construction period.

Water, fuel, and energy would be used by residents of the proposed units during Project operation. However, the increase in resource consumption would be partially offset by the fact that the proposed residential units would replace existing offices. Design and construction of the Project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations (the California Building Standards). This will reduce the amount of energy consumed during Project operation.

Source: Project Description; field observations (May – November 2005).

- b. Could the project have a substantial effect on the potential use, extraction, or depletion of a natural resource?

	X	
Yes	No	Maybe

Comment: The Project would not have a substantial effect on the potential use, extraction, or depletion of a natural resource. The Project would result in the use of fuel, water, and energy, as described above. Also, construction of the proposed changes to the building would necessitate use of extracted natural resources (such as sand and rock). However, the proposed construction would not require large amounts of natural resources, and the Project would not require new or extra efforts to extract resources. The impact is considered to be less than significant.

Source: Project Description; field observations (May – November 2005).

12. Hazards

- a. Could the project create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?

	X	
Yes	No	Maybe

Comment: A Phase I environmental site assessment has been prepared for the Project, as required by the Agency. The Phase I report identifies possible environmental concerns regarding potential on-site sources of hazardous materials and potential off-site sources that might affect soil and/or groundwater quality at the site, including soil or groundwater contamination that could have resulted from historical uses of the site or nearby locations, and the potential presence of hazardous building materials, such as asbestos and lead-based paint. In addition, the project sponsor will complete an *Asbestos Survey Report* and a *Lead Based Paint Survey Report*. The Agency will require the project sponsor to implement the recommendations of these reports, and therefore, the Project would not create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected.

The project site is not listed on the State of California Hazardous Waste and Substances Sites ("Cortese") List compiled pursuant to Government Code Section 65962.5. Similarly, the project site is outside the boundary of the City and County of San Francisco Ordinance 253-86 ("Maher Ordinance"), which encompasses the area of the City bayward of the original high tide line and where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater.

Buildings constructed prior to 1980 often include building materials containing asbestos. The demolition, renovation, or removal of asbestos-containing building materials is subject

to BAAQMD Regulations. The Project would include some demolition of a building constructed in 1973. Therefore, the BAAQMD Enforcement Division would be consulted prior to commencing demolition of a building containing asbestos building materials, and demolition activity would comply with BAAQMD Regulation 11, Rule 2, as necessary. Compliance with Regulation 11, Rule 2, would reduce any potential impact to a less-than-significant level.

Chapter 36 of the San Francisco Building Code (Work Practices for Exterior Lead-Based Paint) (Chapter 36) applies to buildings or steel structures on which original construction was completed prior to December 31, 1978, when more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, and it identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. The ordinance also includes notification requirements. The existing structure at the project site was constructed in 1973, and the Project will include some demolition of the existing structure, so it will be subject to Chapter 36. Adherence to the procedures mandated by Chapter 36 will ensure that potential impacts of demolition due to lead-based paint would be reduced to a less than significant level.

Other potentially hazardous building materials that may be encountered during demolition include electrical transformers, fluorescent light ballasts, and various hydraulic, lubricating, and cleaning fluids. Implementation of the recommendations in the Phase I site assessment would reduce impacts of potentially hazardous building materials to a less-than-significant level if such materials are encountered.

Sources: www.sfdph.org/eh/ChemHz/HazWaste/Site_Mit/MaherMap.htm, Maher Sites, San Francisco Department of Public Health, Environmental Health Section, May 13, 2005; www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm, Hazardous Waste and Substances Sites List, San Francisco Department of Toxic Substances Control, May 13, 2005; BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plan, Bay Area Air Quality Management District, Planning and Research Division, December 1999; Phase I Environmental Site Assessment for 1975 Sutter Project, Project Resources Inc., June 2, 2000.

- b. Could the project interfere with emergency response plans or emergency evacuation plans?

	X	
Yes	No	Maybe

Comment: The Project would not interfere with emergency response plans or emergency evacuation plans. Construction of the Project will require the use of portions of adjacent roadways as staging areas. Also, during construction of the project there will be trucks and construction equipment moving through the roadways in the project vicinity. These components of the Project have the potential to interfere with emergency vehicles as they travel near the project site. Mitigation Measure TR-2, Coordinate Construction Activities with City Agencies, would reduce this impact to a less-than-significant level.

Source: Project Description; field observations (May – November 2005).

- c. Could the project create a substantial fire hazard?

	X	
Yes	No	Maybe

Comment: The Project would not create a substantial fire hazard. San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing and new buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department in order to ensure conformance with these provisions. The Project would conform to these standards, which may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with emergency access) would be reduced and the impact would be less than significant.

Source: Title 24 of the California Code of Regulations.

13. Cultural Resources

- a. Could the project disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?

		X
Yes	No	Maybe

Comment: The Project is not expected to disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance. A cultural resources evaluation that was completed for a nearby project is summarized here.

The project site is not known to be of historic or cultural significance to any community, ethnic, or social group. In its natural state, the project site was situated on one of the many undulating sand hills that characterized most of San Francisco's original topography. These site hills were probably covered with the same varieties of vegetation found throughout most of the northern San Francisco peninsula: mainly grasses, scrub brush, and occasional stands of willows and oak trees.

The marshes of Mission Bay and the shoreline of Yerba Buena Cove were situated about a mile away from the site. Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the general vicinity of the nearby Civic Center area. Although there is no specific evidence to suggest that prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits existed within or

immediately adjacent to the proposed project site, the possibility of encountering such archaeological remains cannot be ruled out.

During the Spanish, Mexican, and Early American eras (1776-1848), it is unlikely that there was any regular activity on the project site or its immediate vicinity. The Mission Dolores and the Presidio, the principal centers of activity, were both located several miles away from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) did not encroach upon the project site. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The project site remained on the outskirts of the expanding city throughout the Gold Rush era (1849-1857). By the late 1860's or 1870's, the area included scattered buildings (mostly of wood-frame or brick construction) interspersed with an abundance of open areas. There was little grading in and around the project site in the 19th century. During the period of 1880-1900 the project area was characterized by two- to three-story brick, concrete, and wood-frame buildings. These buildings were used primarily for residences, interspersed with neighborhood commercial uses on the ground floors.

Following the 1906 earthquake the area to the west of Van Ness Avenue was mostly spared from destruction at this time, and it became a hub of commercial activity, transforming from a residential to a business district.

There is a potential that construction workers may encounter prehistoric or historic archaeological resources during excavation activities. Excavation would be done to construct new sheer wall foundations and to replace existing footings. Approximately 2500 cubic yards of soil would be excavated. To the extent that archaeological resources exist on the site, the impact on such resources may be potentially significant. Mitigation Measure CR-1 would reduce the impact to a less-than-significant level.

Mitigation Measure CR-1: Retain Archaeologist if Archaeological Resources are Discovered.

The project sponsor shall distribute the Planning Department's Archaeological Resource Alert Sheet to the project prime contractor, any project subcontractor, and any utilities firm involved in soil-disturbing activities within the project site. Prior to any soil-disturbing activities being undertaken, each contractor shall be responsible for ensuring that the Alert Sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The head foreman or a similarly responsible party shall provide the Agency and the City's Environmental Review Officer ("ERO") with a signed affidavit to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures, if any, should be undertaken.

If the ERO determines that an archaeological resource may be present within one of the project sites, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require specific additional measure to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging activities.

The project archaeological consultant shall prepare a Final Archaeological Resources Report ("FARR") evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s). Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the file report.

Copies of the Draft FARR shall be sent to the Agency and the ERO for review and approval, then distributed as directed by the ERO.

Source: 1000 Van Ness Avenue Mixed Use Development/Theater Complex Final Environmental Impact Report. SCH No. 95123031, City and County of San Francisco, Department of City Planning; Western Addition A-2 Redevelopment Plan Amendments Initial Study, Case No. 2002.0211E, San Francisco Redevelopment Agency.

- b. Could the project conflict with established recreational, educational, religious or scientific uses of the area?
- | | | |
|-----|----|-------|
| | X | |
| Yes | No | Maybe |

Comment: The Project would not conflict with established recreational, educational, religious, or scientific uses of the area. The project site is currently occupied by a structure that contains parking, office, and commercial uses. The site itself does not host any recreational, educational, scientific, or religious uses. However, the project site is adjacent to the church Nuevo Camino Iglesia Pentecostal Unida, but project operations would not conflict with this land use. During project construction, churchgoers may be temporarily inconvenienced by sidewalk closures and construction noise in the area. Mitigation Measure TR-1 and adherence to the City's noise ordinance would reduce this impact to a less-than-significant level. There would be no other conflict with established recreational,

educational, or scientific uses in the project area. There would be a less-than-significant impact as a result of this Project.

Mitigation Measure TR-1: Erect Temporary Covered Sidewalks during Construction Phase

During the construction of the Project, sidewalks along both Sutter and Franklin Streets would be obstructed. This would result in a significant impact to pedestrians. This impact would be temporary and of short-term duration. To minimize this impact to pedestrians, the project sponsor shall provide temporary covered sidewalks during construction.

Source: *1375 Sutter Street Mixed Use Residential Project Transportation Study*, CHS Consulting Group, June 2005.

- c. Could the project conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?

Yes	X No	Maybe
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Comment: The Project would not conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the *Planning Code*. Article 10 of the *Planning Code* concerns the preservation of historical architectural and aesthetic landmarks within the City. Article 11 of the *Planning Code* concerns the preservation of buildings and districts of architectural, historical, and aesthetic importance in districts zoned as C-3. There are no buildings that would be subject to the provisions of Articles 10 or 11 of the *Planning Code* located on the project site. Therefore the Project would have no impact.

Source: *City and County of San Francisco Municipal Code (Planning Code)*, Approved March 31, 2000.

C. OTHER

Will the project require approval of permits from City Departments other than the Planning Department or Bureau of Building Inspection or from Regional, State or Federal Agencies?

Yes	X No	Maybe
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Comment: The site is within the CH Commercial, General High Density use district, which allows for mixed use residential development. Aside from the Bureau of Building Inspection, the project would require approval by the Agency. No approvals would be required from other City Departments or any regional, state, or federal agencies.

Source: *Western Addition A-2 Redevelopment Plan*, San Francisco Redevelopment Agency, as amended April 19, 2005.

D. MITIGATION MEASURES

1. Could the project have a significant effect if mitigation measures are not included in the project?

X		
Yes	No	N/A

Comment: Redevelopment activities, including the Project at 1375 Sutter Street could be considered significant if the identified mitigation measures for Construction Traffic, Construction Air Quality and Archaeological Resources are not applied. These mitigation measures are necessary to avoid potential significant effects of the Project and have been agreed to by the Project Sponsor and included in the Project.

2. Are all mitigation measures necessary to eliminate significant effects included in the project?

X		
Yes	No	N/A

Comment: The following mitigation measures are necessary to avoid potential significant effects of the Project and have been agreed to by the Project Sponsor.

Mitigation Measure TR-1: Erect Temporary Covered Sidewalks during Construction Phase

During the construction of the Project, sidewalks along both Sutter and Franklin Streets would be obstructed. This would result in a significant impact to pedestrians. This impact would be temporary and of short-term duration. To minimize this impact to pedestrians, the project sponsor shall provide temporary covered sidewalks during construction.

Mitigation Measure TR-2: Coordinate Construction Activities with City Agencies

Any construction traffic occurring between 7:00 AM and 9:00 AM or between 3:30 PM and 6:00 PM would coincide with peak hour traffic and could impede traffic flow. The impact of lane closures and construction traffic would decrease the capacity of streets and slow the movement of traffic (including MUNI buses). During AM-peak period on one-way, westbound Sutter Street and during off-peak period, traffic volumes may accommodate construction vehicles without substantial delay to traffic. To the extent possible for the Project, truck movements shall be limited to the hours before 3:30 p.m. Prior to any lane closure and encroachment on traffic lanes, proper permits will be obtained from the City as required.

The project sponsor and construction contractor(s) shall meet with the Police Department, the Department of Public Works, MUNI, the Department of Parking and Traffic, and the Fire Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project. In addition, to ensure that construction activities do not impact MUNI bus stops or routes in the area, the project sponsor shall coordinate with MUNI's Chief Inspector prior to construction.

Mitigation Measure AQ-1: Basic PM10 Control Measures.

The following controls, taken from the BAAQMD Guidelines, shall be implemented at the construction site as applicable:

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Mitigation Measure CR-1: Retain Archaeologist if Archaeological Resources are Discovered.

The project sponsor shall distribute the Planning Department's Archaeological Resource Alert Sheet to the project prime contractor, any project subcontractor, and any utilities firm involved in soil-disturbing activities within the project site. Prior to any soil-disturbing activities being undertaken, each contractor shall be responsible for ensuring that the Alert Sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The head foreman or a similarly responsible party shall provide the Agency and the City's Environmental Review Officer ("ERO") with a signed affidavit to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soil-disturbing activity of the project, the head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soil-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures, if any, should be undertaken.

If the ERO determines that an archaeological resource may be present within one of the project sites, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require specific additional measure to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. The ERO

may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging activities.

The project archaeological consultant shall prepare a Final Archaeological Resources Report ("FARR") evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s). Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the file report.

Copies of the Draft FARR shall be sent to the Agency and the ERO for review and approval, then distributed as directed by the ERO.

E. MANDATORY FINDINGS OF SIGNIFICANCE

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?

<u> </u>	<u> </u>
Yes	X No

Comment: As previously discussed in Section VIII.B. of this Initial Study, the Project would not have a significant adverse environmental impact regarding the degradation of the quality of the environment, substantial reduction to the habitat of a fish or wildlife species, reduction to a fish or wildlife population to drop below self-sustaining levels, elimination of a plant or animal community, reduction to the number or restrict the range of a rare or endangered plant or animal, or elimination of important examples of the major periods of California history or pre-history.

2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

<u> </u>	<u> </u>
Yes	X No

Comment: The Project would achieve the short-term goal of providing much needed housing within San Francisco and its' long term effects would implement the *Western Addition A-2 Redevelopment Plan*. Furthermore, the proposed use of the project site is consistent with the *General Plan*, which promotes the provision of more housing units.

3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)
- | | |
|-------------------|--------------|
| <u> </u> | <u> X </u> |
| Yes | No |

Comment: Under the Future Cumulative traffic conditions, most of the study intersections that currently operate at LOS D or better conditions are expected to continue to operate at LOS D or better conditions. Two exceptions are the intersections of Bush/Franklin Streets and Sutter/Franklin Streets, both of which would deteriorate to LOS F due to the increase in background traffic. The Project's percent contribution to the traffic levels at these two intersections was calculated based on the methodology established by the Planning Department. The results show that the Project's share of future traffic growth would be less than one percent, as shown in Table 2. Therefore the Project would not represent a considerable contribution to 2025 cumulative traffic conditions, and the project would not have a significant impact on traffic.

The Project would not cause any other impacts that would be cumulatively considerable.

4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?
- | | |
|-------------------|--------------|
| <u> </u> | <u> X </u> |
| Yes | No |

Comment: The project has the potential to affect human beings through construction period transportation/circulation and air quality impacts and has the potential to uncover archaeological resources; however, the mitigation measures incorporated into the project would reduce such potential impacts to less-than-significant levels

- F. ON THE BASIS OF THIS INITIAL STUDY: I find that implementing the Project proposed for 1375 Sutter Street could not have a significant effect on the environment.



Stanley Muraoka
Project Manager
Date: 12/20/05